



Downtown Specific Plan Steering Committee Summary of Recommendations on the Draft Downtown Napa Specific Plan

LAND USE -

- Recommend Solomon Grove as location of future Skate Park.
- Recommend that recreational uses be included as a use in the Land Use chart.
- Recommend that Oxbow area should exclude new, detached, single-family residential.
- Recommend that stand alone health clubs not be allowed. Recommend allowing health clubs if ancillary to a hotel or residential use.
- Recommend allowing multi-family residential in Downtown Neighborhood as a permitted use with Design Review only. (4 Committee members did not support this.)
- Recommend that Downtown Neighborhood not allow residential-supporting commercial uses. (One Committee member disagreed and felt that some limited commercial uses in the Downtown Neighborhood zone would be appropriate.)
- Recommend removal of single family residential in Downtown Core Commercial zone.

HEIGHT –

- GROUND FLOOR HEIGHTS MINIMUM – Recommend ground floor height guideline of 14’ floor to floor be applied to First Street between School Street and Napa Creek and all of Main Street to strengthen retail space interiors. Outside of this area, the Committee recommends that no guideline be included with regard to ground floor heights in the rest of the Downtown II or Transition area.
- DOWNTOWN I HEIGHT – Recommend 75’ maximum height in Downtown I with stepbacks required above the third floor. Do not recommend expansion of 75’ height limit to the south side of First Street due to shadows and limited development opportunities. (One Committee member felt this limited flexibility in building design and supported the expansion of the 75’ height limit to the south side of First Street.)
- MEASURING BUILDING HEIGHT – Recommend measuring building height in the Transition area to the top point of the roof. Recommend measuring building height in Downtown I and Downtown II to the mid-point of the roof. (One Committee member felt the height should be measured to the top floor ceiling because the roof is largely not visible from the street.)

SETBACKS –

- Recommend distinguishing commercial uses from residential uses in the Transition area so that commercial does not require a front setback whereas residential requires a front setback.

ENTERTAINMENT DISTRICT -

- Recommend expanding the Entertainment District to include one block of First Street, west of Main Street.
- Recommend changing the allowable time for live performances in the Entertainment District to end at 1:00 am.

- Recommend making the allowable noise level in the Entertainment District to be 67 db., consistent with current code and similar districts in other communities.

FOCUS AREAS

Copia

- Recommend flexibility in retaining the gardens rather than specifying the specific location (north or south).
- Recommend changing the language pertaining to development regarding “will not impact Napa River,” into a positive statement, such as “new development will enhance the river.”

CineDome

- Recommend additional language to minimize the impact that new development on the NSD site at Pearl and Yajome would have on adjacent residential properties
- Recommend emphasizing active uses along the edge of the future bypass; street-level vitality; eyes on the bypass.

Town Center

- Recommend revision of language regarding Coombs Street that reflects Committee’s prior direction (see below).

DESIGN GUIDELINES –

- Recommend adding a general guideline regarding siting “discretionary” public facilities in a manner that is sensitive to important historic buildings (some signs, trees, etc.), noting that some public works’ locations are not discretionary like traffic light poles, some regulatory signs, etc.
- If a project meets the Secretary of Interior Standards and the Historic Design Guidelines, the project should be approved at the staff level. This process is already the process for projects with designated HRI 3 or its equivalent.
- Use the historic guidelines as a template, these can be applied citywide and incorporated into other historic neighborhood design guidelines. (Not part of Downtown Specific Plan.)
- With regard to screening rooftop equipment, remove this from the guidelines if it’s already required; otherwise retain it as a guideline replacing the word “require” with “encourage”.
- Recommend that the guideline for positioning windows and balconies so as to minimize views into neighboring properties only apply to the Transition area.
- Recommend elimination of the guideline “project awnings over doors and windows and not over blank walls” since it doesn’t seem necessary.

STREETSCAPE -

- Recommend that public art be used for gateways but this should not preclude other opportunities for gateway treatments (signage, etc.).
- Recommend that crosswalks at key intersections and mid-block crossings have a special treatment; treatment itself to be determined based on technology and maintenance considerations; bulb-outs should be included, with sustainable landscaping as an option.

- Recommend in-street Flashing Crosswalks at new mid-block trail crossings on Main St. – concern that other safety measures may be equally or more effective (i.e. better illumination in area of crossing).
- Recommend including Heritage Park and surrounding properties as an open space improvement opportunity in a ‘linear parkway’ fashion in the Downtown Specific Plan and relocating the bike connection westward to connect with the pedestrian bridge. Napa Valley Architects Exchange has offered to sponsor and facilitate a design charette for this project.
- Recommend inclusion of a play structure in the Heritage Park expansion plan, or at the future skate park, or at the future 1/3-acre (approximately 13,000 s.f.) park at Pearl & Main.
- Recommend that the Cultural Heritage Commission work with Napa County Landmarks to develop a signage program that will include signs at key entries identifying historic neighborhoods, locations for the entry signs, markers for National Register and State Landmark historic buildings, and pedestrian-oriented interpretive signage related to the historic district, as well as potential historic district signage inlaid in the sidewalk at key entry points. Special paving treatment, bulbouts or landscaped medians may be considered as well.

CIRCULATION -

- Recommended Two-Way traffic circulation on First, Second, Third and Fourth Streets. Engineering to consider bicycle circulation.
- Recommend opening Coombs Street Plaza to vehicular traffic:
 - Short Term – One way couplet with Franklin Street – direction to be determined. Some preference for Franklin to be southbound, Coombs northbound.
 - Long Term – Two Way circulation on Coombs between First and Pearl Streets.
 - Design needs to be refined and it should be designed so that what gets built now will be half of future two-way street. All the components should be aligned properly so that it won’t have to be redone.
 - Suggestions to use trees rather than bollards to define space. Include some diagonal parking to activate space. Still need to be able to close off street so that it can function as a plaza for special events.
 - Must address relocating Kohl’s loading dock in future design.

PARKING -

- Agree to locations of future parking structures in the area of West Street south of Pearl Street and in the Oxbow area as long as design integrates aesthetics into the design and considers proximity to the Oxbow Bypass and mixed use, wrapped parking structures where appropriate.
- Recommend reduced parking requirements proposed in Draft Plan.
- Recommend that parking requirements for hotels be more closely reviewed.
- Recommend encouraging underground parking.

BIKES -

- Recommend Bike Plan proposed in Draft Plan. Must also consider bike parking and coordination with the City Bike Plan and Countywide Bike Plan.
- In the area of Heritage Park, recommend relocation of the bike path westward to connect from Brown Street, along the south side of Pearl Street crossing Pearl at Coombs Street and continuing on to the pedestrian bridge on Coombs; this avoids a mid-block crossing. Napa

Valley Architects Exchange has offered to sponsor and facilitate a design charette for this project and the Heritage Park expansion concept.